

Transactions

NOVEMBER/DECEMBER
2003

TRANSPORTATION NEWS
FOR THE NINE-COUNTY
SAN FRANCISCO BAY AREA



Al's Bridge Local Ironworker Honored

The new span across the Carquinez Strait is named in honor of the late Alfred Zampa, a local ironworker who helped build the original 1927 Carquinez Bridge as well as the parallel 1958 span and four other Bay Area toll bridges. It was while working on the Golden Gate Bridge that Zampa became a member of the "Halfway to Hell" club — an exclusive brotherhood of bridge builders who fell from the now-famous landmark during construction and lived to tell the tale.

Before his death at 95 in April 2000, Zampa helped break ground for the span that bears his name. And although he did not live to see the bridge completed, he left a legacy of bridge building that now extends into a third generation: Two sons and three grandsons have followed in his footsteps as ironworkers. Among the speakers at the bridge opening was son and former ironworker Dick Zampa, now president of the District Council of Ironworkers of California and Vicinity. "The bridge is being named for an ironworker, a blue collar worker, and recognizes all of the men and women... who build these great construction projects," he said.

— Réka Goode

MTC's Community Art Program Presents: Bridging the Strait

Over the last three years, Caltrans photographer Bill Hall captured every phase of the Carquinez Bridge construction process. These images have been collected in a photo exhibit at MTC's offices:

Joseph P. Bort MetroCenter, 3rd Floor
101 Eighth Street, Oakland
10 am to 4 pm weekdays
Through January 30, 2004



The daylong opening festivities were capped with a fireworks display and the first lighting of the bridge.

A New Suspension Bridge Spans the Carquinez Strait

ALFRED ZAMPA MEMORIAL BRIDGE TAKES ITS PLACE AMONG THE BAY AREA'S STRIKING LANDMARKS

The new westbound span of the Carquinez Bridge opened amid a daylong celebration in early November. Linking Contra Costa and Solano counties along Interstate 80, the graceful, twin-towered structure is the first major suspension bridge to be built in the United States in 30 years — and the first in California since the Bay Bridge and the Golden Gate Bridge were completed in 1936 and 1937 respectively.

Some 15,000 members of the public braved stormy weather to celebrate and to walk across the bridge's road deck, which opened to vehicular traffic three days later. The new structure replaces the adjacent outdated 1927 span, which is scheduled for demolition.

"Caltrans is proud to honor the hard work and dedication of the men and women who built this

bridge," said Bijan Sartipi, director of Caltrans District 4. Caltrans was responsible for the design, construction and day-to-day management of the bridge replacement project, while funding and oversight lay in the hands of the Bay Area Toll Authority, an arm of MTC.

"We have the voters of the Bay Area to thank for this magnificent structure," said MTC Execu-



High school marching bands led a parade across the completed bridge.

utive Director Steve Heminger. "It was their foresight in approving Regional Measure 1 — which raised the bridge tolls to pay for this bridge as well as many other important transportation improvements in the Bay Area — that made this day possible."

Festivities kicked off in the morning with a street fair organized by the local community in Crockett, the southern anchorage of the Carquinez Bridge. A midday ceremony — keynoted by California's outgoing governor, Gray Davis — was highlighted by the cutting of an iron chain, in keeping with the span's ironworker heritage.

The new westbound span of the Carquinez Bridge features three lanes of Interstate 80 mixed-flow traffic (with a carpool lane to be phased in at a later date) and two 10-foot-wide shoulders to ease the clearing of stalls and accidents. A pedestrian/bicycle lane along the west side of the span scheduled for completion in early 2004 will close a gap in the regional Bay Trail.

Vista points are in the process of being constructed — one on either side of the bridge.

— Réka Goode



Some 15,000 members of the public braved stormy weather to participate in the inaugural walk across the new span.

Calendar

WEDNESDAY
DECEMBER 17, 2003

1:30 pm
BART Board Room
800 Madison Street, Oakland
Metropolitan Transportation Commission*

FRIDAY
DECEMBER 19, 2003

10 am
MetroCenter, Room 171
MTC/Association of Bay Area Governments
Task Force

THURSDAY
JANUARY 8, 2004

10 am
MetroCenter, Dahms Auditorium
Elderly and Disabled Advisory Committee

FRIDAY
JANUARY 9, 2004

9:30 am
MetroCenter, Dahms Auditorium
Planning and Operations Committee*

10 am
MetroCenter, Dahms Auditorium
Service Authority for Freeways and
Expressways Operations Committee*

10:15 am
MetroCenter, Dahms Auditorium
Legislation Committee*

TUESDAY
JANUARY 13, 2004

1 pm
MetroCenter, Dahms Auditorium
Partnership Technical Advisory Committee

3:30 pm
MetroCenter, Dahms Auditorium
Minority Citizens Advisory Committee

WEDNESDAY
JANUARY 14, 2004

9:30 am
MetroCenter, Dahms Auditorium
Administration Committee*

10 am
MetroCenter, Dahms Auditorium
Bay Area Toll Authority
Oversight Committee*

10:30 am
MetroCenter, Dahms Auditorium
Programming and Allocations Committee*

12:30 pm
MetroCenter, Dahms Auditorium
MTC Advisory Council

FRIDAY
JANUARY 23, 2004

9:30 am
MetroCenter, Dahms Auditorium
Regional Airport Planning Committee

MONDAY
JANUARY 26, 2004

10 am
Nile Hall, Preservation Park
668 13th Street, Oakland
Bay Area Partnership Board*

WEDNESDAY
JANUARY 28, 2004

10 am
MetroCenter, Dahms Auditorium
Bay Area Toll Authority*

10:05 am
MetroCenter, Dahms Auditorium
Service Authority for Freeways and
Expressways*

10:10 am
MetroCenter, Dahms Auditorium
Metropolitan Transportation Commission*

* Webcast on <www.mtc.ca.gov>

Note: Dates, times and locations of MTC meetings may change. Please confirm by calling 510.464.7787. Agendas, updated meeting schedules and packets for MTC standing committees are posted on MTC's Web site: <www.mtc.ca.gov>.

Conference

New Partners for Smart Growth
January 22–24, 2004
Portland, Oregon

MTC is a cosponsor of the third annual New Partners for Smart Growth Conference, a gathering of the many professions working together to create more livable communities. Registration fees range from \$175 to \$295 depending on affiliation. For program details, go to <www.outreach.psu.edu/C&I/SmartGrowth>, call the Local Government Commission at 916.448.1198, or e-mail <ddefanti@lgc.org> or <mkelso@lgc.org>.

Facts & Figures

New Carquinez Span Updates Classic Suspension Bridge Technology

While the 1927 and 1958 spans across the Carquinez Strait feature the steel latticework characteristic of cantilever truss bridges, the new westbound span is a contemporary interpretation of a classic suspension bridge. The structure is the nation's first suspension bridge to showcase steel orthotropic box girder technology; the result is a relatively light, strong and aerodynamic deck with an aesthetically pleasing thin profile. This is also the first suspension bridge in the United States to feature concrete instead of steel towers. Tapering as they rise from the water, the tower columns are connected only at the top, without the cross-bracing seen on the Golden Gate Bridge and San Francisco-Oakland Bay Bridge towers. As distinctive as the sleek towers is the tricolor scheme: "Carquinez Red" for the main cables, gray for the towers, and green for the light poles and railings. At night, dramatic lighting highlights the span's graceful silhouette.

Existing Bridges

Location
Interstate 80 over the Carquinez Strait between Crockett and Vallejo

Type of bridge
Steel cantilever truss

Original span
Opened in 1927

Second span
Opened in 1958; retrofitted for seismic safety in 2002

Number of lanes
Westbound span: three
Eastbound span: four

Average daily traffic
140,000 vehicles (both directions)

Facts: New West Span

Location
West of the two existing spans

Replaces
1927 westbound span, which will be demolished starting in 2004

Construction began
January 2000

Opening date
November 8, 2003

Funded by
Regional Measure 1, overseen by the Bay Area Toll Authority

Type of bridge
Main cable catenary suspension

Tower materials
Steel-reinforced concrete

Deck structure
Steel orthotropic box girder



After a long absence, the sight of a mechanized wheel pulling a fine filament of glistening steel wire across open water and over soaring towers returned to the San Francisco Bay Area. The wires were compacted into sturdy cables that support a steel deck shipped in 24 segments from Japan. Caltrans has documented the construction process in photos and text in a new book, *Spanning the Carquinez Strait*, available for \$20 at <www.dot.ca.gov/dist4/carquinez.htm> or by calling 916.323.5606.

Figures: New West Span

- 24** Number of steel piles, each 3 meters (10 feet) in diameter, comprising the tower foundations; crews drilled as deep as 90 meters (295 feet) into the floor of the strait
- 24** Number of deck sections
- 600** Metric tons — average weight of each deck section
- 3** Meters (10 feet) — thickness of girders
- 2** Number of towers
- 728** Meters (2,388 feet) — distance between towers
- 128** Meters (420 feet) — north tower height (measured from surface of water)
- 123** Meters (403 feet) — south tower height (measured from surface of water)
- 3,000** Metric tons — weight of concrete in each tower
- 2** Number of main cables
- 1,224** Meters (4,015 feet) — length of each cable
- 512** Millimeters (20 inches) — diameter of each cable
- 37** Number of strands per cable
- 232** Number of wires per strand
- 5** Millimeters (1/5 inch) — wire diameter
- 8,584** Wires in each main cable
- 21,000** Kilometers (13,020 miles) — approximate combined length of all wires (the distance from San Francisco to Hong Kong and back)
- 1,060** Meters (3,477 feet) — bridge length
- 29** Meters (95 feet) — bridge width
- 4** Number of lanes (three mixed-flow plus one carpool lane)
- \$240** Million — cost of main span
- \$500** Million — total project cost (includes bridge, interchange improvements, new approaches, landscaping, maintenance facility and 1927 span demolition)

Commission Actions

October 2003

- Approved Public Involvement Goals for the *Transportation 2030 Plan* now in development. The goals call for making every effort to include the greatest number of people possible; conducting outreach to a range of socioeconomic, ethnic and cultural groups; and, whenever possible, taking participation activities to where people are located.
- Took positions on two pieces of legislation now moving through Congress: the Freeing Alternatives for Speedy Transportation (FAST) Act, which would repeal the current federal prohibition against imposing tolls on interstate highways under certain conditions (support and seek amendments); and the National Rail Infrastructure Program Act, which would direct \$3 billion annually for rail infrastructure nationwide (support).
- Adopted MTC's 2003 triennial *Title VI Report*, which addresses Title VI of the Civil Rights Act of 1964 as well as Executive Order 12898 on Environmental Justice by documenting how MTC provides services and benefits on a nondiscriminatory basis. (MTC Resolution 2091)

November 2003

- Received the *Fiscal Year 2002–03 Audit* for MTC and its components, the Bay Area Toll Authority and Service Authority for Freeways and Expressways.
- Acting as the Bay Area Toll Authority (BATA), authorized the agency's executive director to negotiate a \$33.5 million, five-year contract with ACS State & Local Solutions, Inc. for the development and operation of a regional customer service center for the FasTrak™ electronic toll collection program. Under the contract, the customer service centers for both the region's state-owned toll bridges and the Golden Gate Bridge eventually will be merged into a single center under BATA's jurisdiction. The contract can be renewed for two additional two-year periods.

Update



The Commission is scheduled to make key policy decisions regarding the *Transportation 2030 Plan* at its meeting on December 17, 2003. See the calendar on the front page for the time and location. For more details, go to <www.mtc.ca.gov/T2030>.

METROPOLITAN TRANSPORTATION COMMISSION WWW.MTC.CA.GOV

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